



Piper Aircraft Corporation  
Vero Beach, Florida, U.S.A.

# SERVICE *No.* BULLETIN

916B

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\* PIPER CONSIDERS \*  
\* COMPLIANCE MANDATORY \*  
\* November 22, 1989 \*  
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Date

(Service Bulletin No. 916B supersedes and voids Service Bulletin No. 916A, dated September 25, 1989)

(This Service Bulletin is divided into two PARTS. Check both PARTS for specific Instructions, Serial Numbers Affected and compliance time.)

REASON FOR REVISION:

To modify the Purpose, Models, Serial Numbers Affected, and Instructions for PART I and to add PART II

SUBJECT:

Addition of Wing Stall Strips

MODELS AFFECTED:

SERIAL NUMBERS AFFECTED:

PA-28-161 Cadet

PART I

2841001 through 2841241,  
2841245, 2841246, and 2841262  
2816067 through 2816093,  
2816095 and 2816096

PA-28-161 Warrior II

PART II

PA-28-161 Warrior II

28-8016363 through 28-8616057,  
2816001 through 2816066  
28-8090363 through 28-8690056,  
2890001 through 2890134,  
2890136 through 2890139,  
and 2890145

PA-28-181 Archer II

PART I

SUBJECT:

Addition of Wing Stall Strips to Eliminate the Temporary Aft Center-Of-Gravity Restriction

MODELS AFFECTED:

SERIAL NUMBERS AFFECTED:

PA-28-161 Cadet

2841001 through 2841241,  
2841245, 2841246, and 2841262  
2816067 through 2816093,  
2816095 and 2816096

PA-28-161 Warrior II

(OVER)  
ATA: 1130

**COMPLIANCE TIME:** To coincide with the next regularly scheduled inspection event but not to exceed ten (10) hours time in service.

**PURPOSE:** Piper Aircraft Corporation has learned that the current production PA-28-161 Aircraft (Warrior/Cadet) may exhibit an undesirable tendency to roll to the right just before and/or during stall at high power and aft center-of-gravity loading conditions. If allowed to continue, this may result in roll attitudes up to 60°-90° of bank. Normal stall recovery control inputs will rapidly return the aircraft to controlled flight. To assure complete compliance with Federal Aircraft Certification requirements, and to assure safe operation by correcting the conditions described above, Piper has developed a Stall Strip Installation Kit.

This Service Bulletin provides instructions and a kit which when installed will relieve the temporary aft center-of-gravity imposed by Service Bulletin 916A.

**APPROVAL:** The technical contents of this Service Bulletin have been approved by the FAA.

**INSTRUCTIONS:**

1. The necessary instructions are contained in the Stall Strip Installation Kit, Piper Part Number 765-399. Install this Kit per the applicable instructions.
2. Gain access to cockpit of aircraft.
3. Locate the temporary center-of-gravity restriction placard on the instrument panel as installed by Service Bulletin 916A.
4. Remove the temporary center-of-gravity restriction placard and discard.
5. Discard the limitations and center-of-gravity range and weight charts which were included with Service Bulletin 916A for your model aircraft. For information regarding limitations and center-of-gravity range and weight refer to your applicable P.O.H., Pilots Operating Handbook.
6. Make an appropriate logbook entry of compliance with PART I of this Service Bulletin.

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PART II

**SUBJECT:**

Addition of Wing Stall Strips

**MODELS AFFECTED:**

PA-28-161 Warrior II  
PA-28-181 Archer II

**SERIAL NUMBERS AFFECTED:**

28-8016363 through 28-8616057,  
2816001 through 2816066  
28-8090363 through 28-8690056,  
2890001 through 2890134  
2890136 through 2890139,  
and 2890145

**COMPLIANCE TIME:** To coincide with the next regularly scheduled inspection event but not to exceed ten (10) hours time in service.

**PURPOSE:** Piper Aircraft Corporation has determined that additional PA-28-161 Aircraft (Warrior II) and PA-28-181 Aircraft (Archer II) not affected by Service Bulletin 916A, may exhibit an undesirable tendency to roll to the right just before and/or during stall high power and aft center-of-gravity loading conditions. If allowed to continue, this may result in roll attitudes up to 60°-90° of bank. Normal stall recovery control inputs will rapidly return the aircraft to controlled flight. To assure complete compliance with Federal Aircraft Certification requirements, and to assure safe operation by correcting the conditions described above, Piper has developed a Stall Strip Installation Kit.

Part II of this Service Bulletin provides instructions and a kit, which when installed will correct the condition as described above.

**INSTRUCTIONS:**

1. The necessary instructions are contained in the Stall Strip Installation Kit, Piper Part Number 765-399. Install this Kit per the applicable instructions.
2. Make an appropriate logbook entry of compliance with PART II of this Service Bulletin.

**MATERIAL REQUIRED:** For Part I and for Part II, One (1) each Stall Strip Installation Kit, Piper Part Number 765-399.

**AVAILABILITY OF PARTS:** Your Piper Field Service Facility.

**EFFECTIVITY DATE:** This Service Bulletin is effective upon receipt.

**SUMMARY:** Any applicable Factory Participation will remain in effect for a period of time not to exceed 180 days from the date of this Service Bulletin.

Special pricing is in effect for the Stall Strip Installation Kit, Piper Part Number 765-399, for 180 days from the effective date of this Service Bulletin.

Please contact your Factory Authorized Piper Field Service Facility to make arrangements for compliance with this Service Bulletin, in accordance with the Compliance time indicated, and to obtain information concerning any applicable Factory Participation.

**NOTE:** If you are no longer in possession of this aircraft, please forward this information to the present Owner/Operator and notify the factory of address/ownership corrections. Changes should include aircraft model, serial number, current owner's name and address.

Corrections/Changes should be directed to:

Piper Aircraft Corporation  
Attn: Customer Services  
P.O. Box 1328  
Vero Beach, Florida 32961-1328